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CONSTRUCTION MONITORING & EVALUATION PROGRAM

(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)

MONTHLY PROGRESS REPORT # 29

AUGUST 2015

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EXECUTIVE SUMMARY

Both flexible and rigid pavements of 44 km out of 46 km length have been substantially completed and are open for traffic. The total amount reimbursed to FWO by the end of this month was US$ 48,760,960 out of US$ 57,987,073.

PIL wise progress is as follows:

- **PIL 01** *(Section 01 km 0+000 – km 9+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,978,082

- **PIL 02** *(Section 02 km 9+000 – km 14+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,383,484

- **PIL 03** *(Section 03 km 14+000 – km 19+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,512,705

- **PIL 04** *(Bridges at km9+560 & km23+750; Multicell culverts at km11+190 & km22+925):*
  100% completed, and all milestones certified with accrued expenditure of US$ 3,668,533

- **PIL 05** *(Section 04 km 19+000 km 21+100 & km 22+400- km 24+000 & Loop # 02; Section 05 km 21+100 - 22+400 and 24+000 - 29+000; Section 06 km 29+000- 33+000; Construction of Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+200, km 11+560 & km 21+320)*:
  Progress achieved during the reporting month was 4% attaining total physical progress 90% with accrued expenditure of US$ 16,218,158 out of US$ 25,444,269.

Construction activities in road Section 07 (km 33+000 - 37+000); Section 08 (km 37+000-41+000) and Section 09 (km 41+000 - 43+465) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not yet been constituted.

**Note: In Contract 46 Km is given however as per site With-out loop = Km 43.465; With Loop = Km 48.479*

MATTERS REQUIRING ATTENTION

1. Constitution of PILs

As per activity agreement, US$ 87,000,000 has been obligated for the PTR project. However, US$ 57,987,073 consisting of five numbers of PILs have been approved till reporting month. The constitution of PILs for US$ 29,012,927 amount is under way.

2. Maintenance of Traffic Diversions / Detours & Environmental Issues

The detours between KM: 37+00 to KM 39+500 were not being properly maintained. Therefore, the conditions of the diversion tracks have deteriorated, creating difficulties for the road commuters and population. Peak hour traffic congestion and its frequency are regularly escalating the problem. An even a minor traffic accident on the corridor usually results in a blockage of traffic movement for long hours. For smooth movement of traffic, the detours should be maintained by leveling of the road surface and sprinkling the road regularly to suppress dust. But FWO/NESPAK is not focused on the environmental issues. Additionally, surplus excavated materials have been dumped in natural streams and other places

3. Pavement Distress

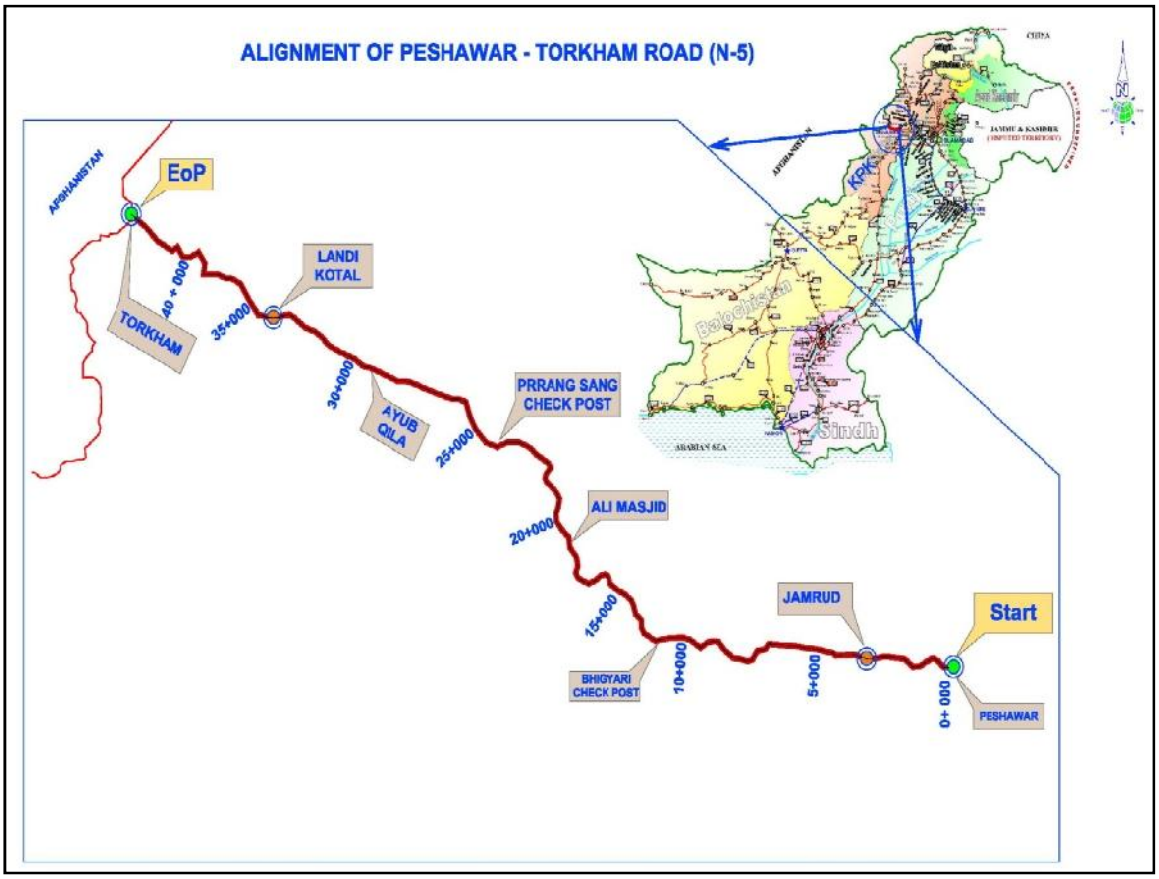
Premature rutting has occurred in certain reaches of the PTR. In some of the stretches, the rutted asphalt has been replaced without any investigation to identify possible cause of the rutting. It was suggested that a cross–section of the pavement where rutting has occurred is opened up to sub-grade level and all the bounded and unbounded layers are checked for layer(s) attributing to rutting, but it was not realized.

4. Incomplete Works in Bhagiari Check Post, Road Side Drains, and Backfill

Workmanship, quality issues and as-built drawings of the Bhagiari Check Post are yet to be addressed in spite of repeated requests to FWO. Moreover, proper outlet finishing details of the roadside drains have yet to be completed, and none of the Cascades for culverts given in the drawing is site-specific, a case in point is loop 3. Improper backfilling of side drains with unapproved materials was carried out, thus the payment for side drain is withheld until the issue is resolved. There is no site specific design, nor profile drawing for the roadside drain as such in some places the invert level of drain is lower than the level of outfall; in some stretches of the road, the top level of the road side drain wall is higher than the shoulder level thus preventing the surface runoff into the drain.

1. PROJECT BACKGROUND

The Peshawar–Torkham road is an integral part of National Highway (N-5), a vital piece of the nation's infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on September 18, 2012 obligating US$ 67,000 Million for the project.



The project is implemented by FATA Secretariat as a project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor. Being an EPC form of contract, FWO is fully responsible for the design and construction of the project in conformity with the NHA's specifications and standard engineering practices. NESPAK is providing design and quality control services to FWO. While AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services, including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission by signing agreement on September 30, 2012. Construction activities by the contractor started on October 15, 2012. Initially agreed completion date of December 31, 2014, as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended to December 31, 2015.

1.1 Scope of Work

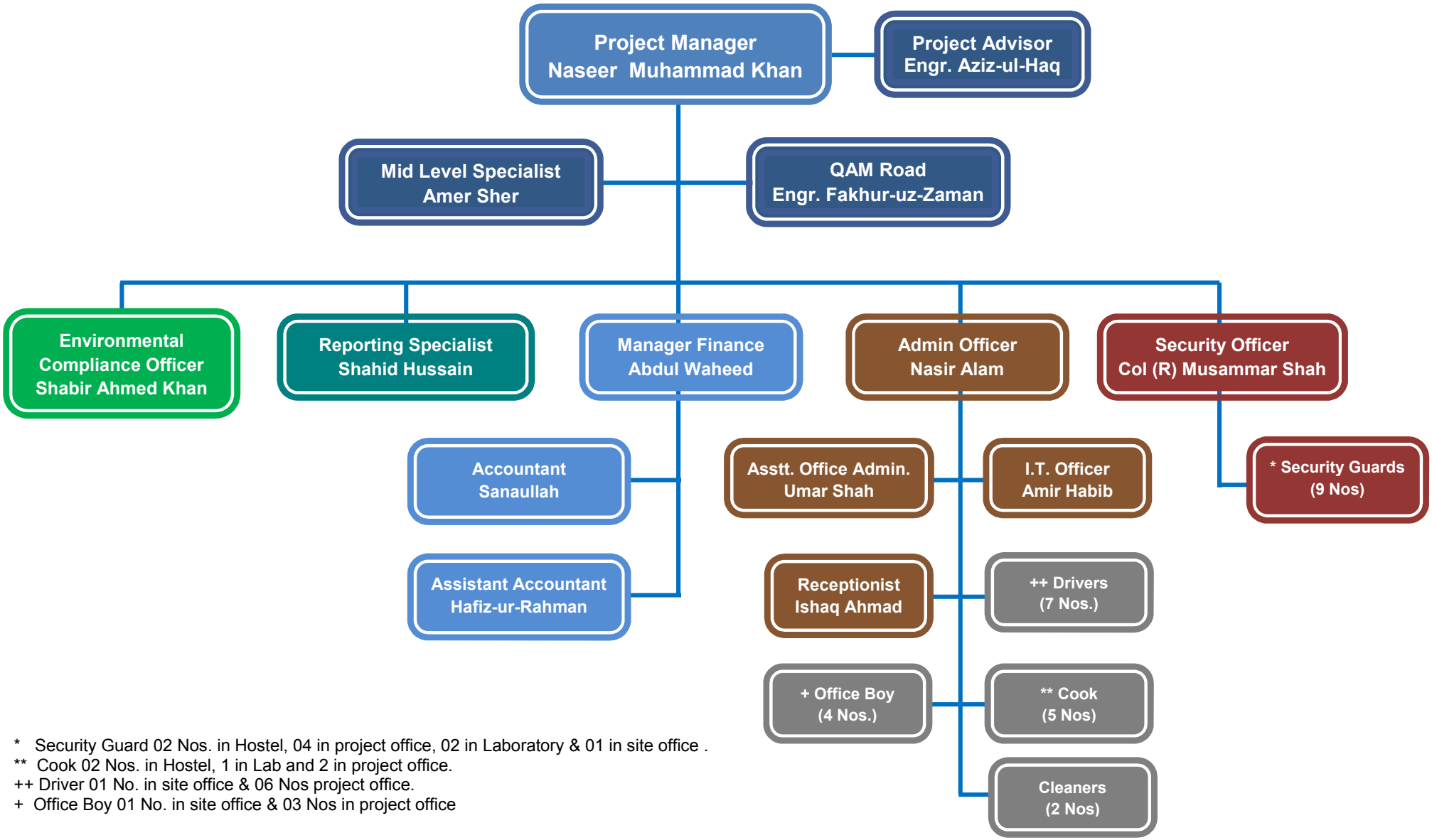
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US$	PIL Signing Date	PIL Expiry Date
PIL 01	a) Section 01 (km 0+000 - km 9+000)	9,978,082	Jan 10, 2013	Dec 31, 2014
PIL 02	a) Section 02 (km 9+000 - km 14+000)	9,383,484	Dec 18, 2013	Dec 31, 2014
PIL 03	a) Section 03 (km 14+000 - km 19+000)	9,512,705	Feb 04, 2014	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multicell Culvert at km 11+190 d) Multicell Culvert km 22+925	3,668,533	Jan 27, 2014	Dec 31, 2014
PIL 05	a) Section 04 (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section 05 (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section 06 (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320	25,444,269	April 06, 2015	Dec 31, 2015
unapproved PIL	a) Section 07 (km 33+000 – km 37+000) b) Section 08 (km 37+000 - km 41+000) c) Section 09 (km 41+000 – km 43+465 & Loop3)	-	-	-

1.2 Mobilization of Staff

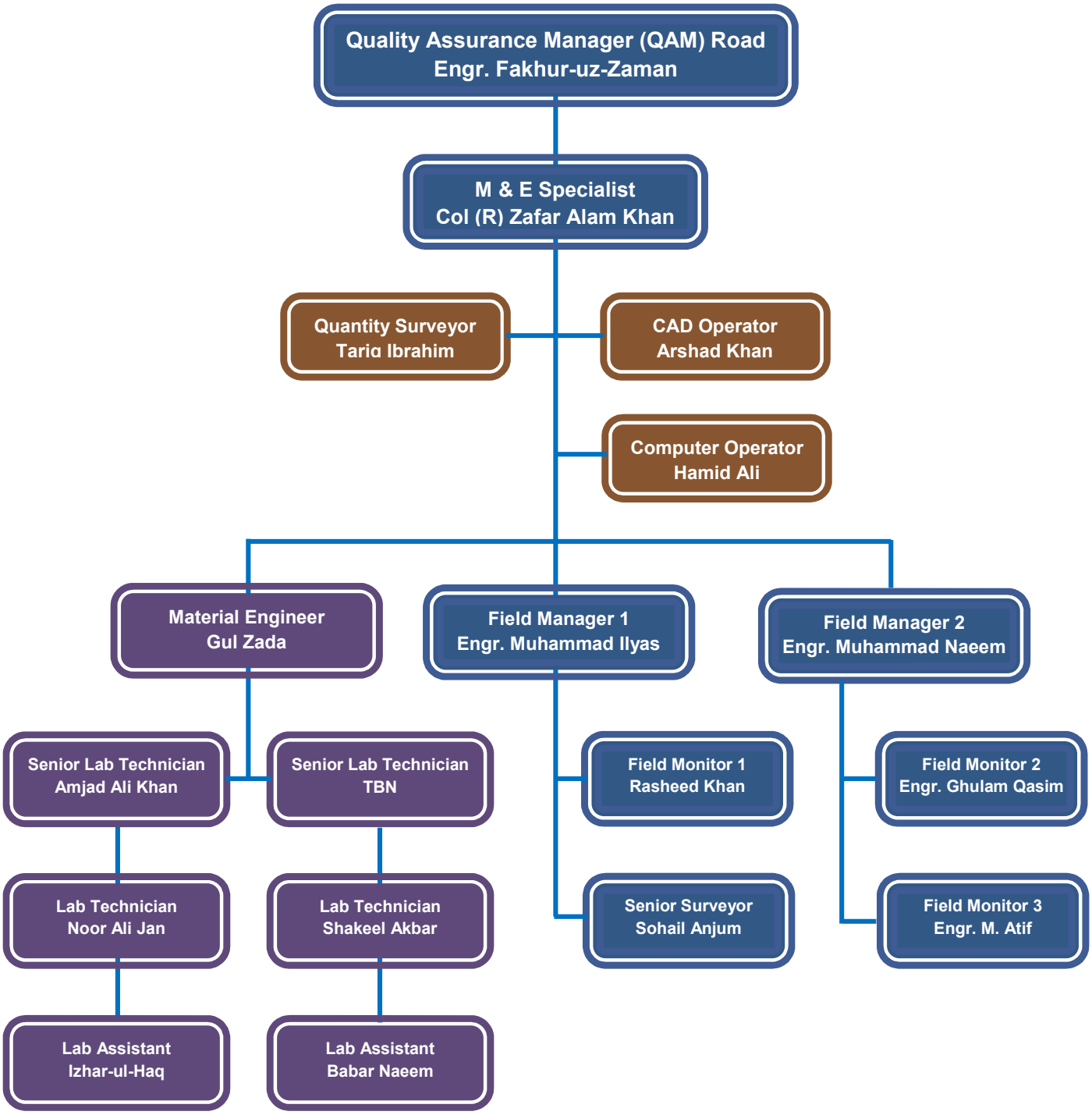
The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to the demands of work load.

Organization Chart for CMEP Office, Peshawar



* Security Guard 02 Nos. in Hostel, 04 in project office, 02 in Laboratory & 01 in site office .
** Cook 02 Nos. in Hostel, 1 in Lab and 2 in project office.
++ Driver 01 No. in site office & 06 Nos project office.
+ Office Boy 01 No. in site office & 03 Nos in project office

Organization Chart for Road Component of CMEP Project



2. PHYSICAL PROGRESS (PIL 05)

2.1 Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)

Sr No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	Total No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	10.32	10.32	100%	-	-	10.32	100%
2	Sub base & base course							
a	Granular sub base	10.32	10.32	100%	-	-	10.32	100%
b	Water bound macadam	7.08	7.08	100%	-	-	7.08	100%
c	Asphaltic base course	7.08	7.08	100%	-	-	7.08	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	7.08	6.40	90%	0.68	10%	7.08	100%
b	Rigid pavement (Half Pavement Width)	6.48	6.48	100%	-	-	6.48	100%
4a-i	Retaining wall (RW-2) Total L = 4025 m							
a	Retaining wall : H= 1.00 m ; L= 500m	2.00	2.00	100%	-	-	2.00	100%
b	Retaining wall : H= 1.5 m ; L= 900m	3.00	1.86	62%	0.47	16%	2.33	78%
c	Retaining wall : H= 3.0 m ; L= 50m	1.00	1.00	100%	-	-	1.00	100%
d	Retaining wall : H= 3.5 m ; L= 575m	5.75	2.91	51%	0.17	3%	3.08	54%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	6.29	72%	-	-	6.29	72%
f	Retaining wall : H= 5.0 m ; L= 125m	1.00	1.00	100%	-	-	1.00	100%
g	Retaining wall : H= 6.0 m ; L= 750m	15.00	14.30	95%	-	-	14.30	95%
h	Retaining wall: H= 8.0 m ; L= 250m	5.00	5.00	100%	-	-	5.00	100%
4a-ii	Breast wall - 325m	3.25	1.96	60%	-	-	1.96	60%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.00	1.00	100%	-	-	1.00	100%
ii	1 x 2 x 2.5 (20 deg skew)	2.00	2.00	100%	-	-	2.00	100%
iii	1 x 2 x 2.5 (20 deg skew) - loop # 2	2.00	2.00	100%	-	-	2.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	2 x 3 x 2.5	1.00	1.00	100%	-	-	1.00	100%
ii	2 x 3 x 2.0	1.00	0.95	95%	-	-	0.95	95%
iii	1 x 2 x 3 - loop # 2	1.00	1.00	100%	-	-	1.00	100%
iv	1 x 2 x 3 (15 deg skew) - loop # 2	1.00	1.00	100%	-	-	1.00	100%
v	1 x 2 x 2.5 - loop # 2	1.00	1.00	100%	-	-	1.00	100%
4b-iii	Construction of new culverts (replacement of old) rigid pavement 1 x 2 x 2.5 - loop # 2, 1 x 2 x 3 loop #2, Service ducts	1.00	1.00	100%	-	-	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (150 m)	1.00	0.24	24%	-	-	0.24	24%
ii	Drain type D-1a uncovered (400 m)	1.00	1.00	100%	-	-	1.00	100%
iii	Drain type D-2 covered (225 m)	1.00	0.77	77%	-	-	0.77	77%
iv	Drain type D-2a uncovered (200 m)	1.00	0.55	55%	-	-	0.55	55%
v	Drain type D-4 (700 m)	2.00	1.23	62%	0.44	22%	1.67	84%
vi	Drain type D-3 (3511 m)	7.02	5.15	73%	0.82	12%	5.97	85%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	0.75	75%	-	-	0.75	75%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.00	0%	0.25	25%	0.25	25%
7	Diversion	5.16	4.63	90%	0.54	10%	5.16	100%
TOTAL		**124.30**	**109.27**	**92%**	**3.36**	**2%**	**112.64**	**94%**

2.2 Section V (Km 21+100 - 22+400 & 24+000- 29+000)

Sr No.	Section V (Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	12.600	12.60	100%	-	-	12.60	100%
2	Sub base & base course				-	-		
a	Granular sub base	12.600	12.60	100%	-	-	12.60	100%
b	Water bound macadam	10.472	10.47	100%	-	-	10.47	100%
c	Asphaltic base course	10.472	9.27	89%	1.20	11%	10.47	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	9.15	87%	1.20	11%	10.47	100%
b	Rigid pavement (Half Pavement Width)	2.900	2.90	100%	-	-	2.90	100%
4a-i	Retaining wall (RW-2) Total L = 3375 m							
a	Retaining wall : H= 1.00 m ; L= 925m	3.083	3.08	100%	-	-	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	2.00	100%	-	-	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	2.70	88%	-	-	2.70	88%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	1.04	52%	0.79	40%	1.83	92%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	2.00	100%	-	-	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	1.00	100%	-	-	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	1.00	100%	-	-	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	2.81	86%	0.44	14%	3.25	100%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.70	70%	-	-	0.70	70%
j	Parapet walls : L = 925 m	5.000	3.00	60%	-	-	3.00	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	0.00	0%	-	-	0.00	0%
4a-ii	Breast wall - 455m				-	-		
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.00	100%	-	-	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	1.73	87%	-	-	1.73	87%
4b-i	Construction of New culverts-Flexible pavement				-	-		
i	1 x 2 x 2.5	1.000	1.00	100%	-	-	1.00	100%
ii	1 x 3 x 2.5	1.000	1.00	100%	-	-	1.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement				-	-		
i	1x 2 x 2.5 (20 deg skew)	3.000	2.85	95%	0.15	5%	3.00	100%
ii	1 x 3 x 2	2.000	2.00	100%	-	-	2.00	100%
iii	1 x 3 x 2.5	1.000	1.00	100%	-	-	1.00	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.00	0%	-	-	0.00	0%
v	2 x 3 x 3 (20 deg skew)	1.000	0.95	95%	-	-	0.95	95%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	1.00	100%	-	-	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	1.00	100%	-	-	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	1.00	100%	-	-	1.00	100%
ix	Service ducts (17 Nos)	17.000	17.00	100%	-	-	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	0.50	50%	0.05	5%	0.55	55%
5a	Drainage & erosion works (road side drain)				-	-		
i	Drain type D-1 covered (800 m)	4.000	1.88	47%	-	-	1.88	47%
ii	Drain type D-1a uncovered (1600 m)	4.000	2.00	50%	1.88	47%	3.88	97%
iii	Drain type D-2 covered (1225 m)	3.063	1.11	36%	0.14	5%	1.25	41%
iv	Drain type D-2a uncovered (2240 m)	4.978	4.98	100%	-	-	4.98	100%
v	Drain type D-4 (475 m)	1.000	0.63	63%	0.21	21%	0.84	84%
vi	Drain type D-3 (225 m)	1.000	0.67	67%	0.33	33%	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)				-	-		
i	Traffic signs / Km Posts	1.000	0.00	0%	-	-	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.65	65%	0.65	65%
7	Diversion	6.300	5.54	88%	0.76	12%	6.30	100%
TOTAL		**146.273**	**125.29**	**84%**	**7.80**	**8%**	**133.09**	**92%**

2.3 Section VI (Km 29+000 - 33+000)

Sr No	Section VI (Km 29+000 – 33+000)	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	8.000	8.00	100%	-	-	8.00	100%
2	Sub base & base course							
a	Granular sub base	8.000	8.00	100%	-	-	8.00	100%
b	Water bound macadam	6.030	6.03	100%	-	-	6.03	100%
c	Asphaltic base course	6.030	6.03	100%	-	-	6.03	100%
d	Earthen dowel	1.000	0.50	50%	0.40	40%	0.90	90%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.030	6.03	100%	-	-	6.03	100%
b	Rigid pavement (Half Pavement Width)	2.880	2.88	100%	-	-	2.88	100%
4a	Retaining wall (RW-2) Total L = 1175 m				-	-		
a	Retaining wall : H= 2.5 m ; L= 275m	2.750	2.09	76%	-	-	2.09	76%
b	Retaining wall : H= 3.0 m ; L= 450m	4.500	3.31	74%	0.16	4%	3.47	77%
c	Retaining wall : H= 3.5 m ; L= 100m	1.000	0.00	0%	-	-	0.00	0%
d	Retaining wall : H= 4.0 m ; L= 100m	1.000	1.00	100%	-	-	1.00	100%
e	Retaining wall : H= 4.5 m ; L= 250m	2.500	2.50	100%	-	-	2.50	100%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 4.5 (20 deg skew)	1.000	1.00	100%	-	-	1.00	100%
ii	1 x 2 x 3 (25 deg skew)	1.000	1.00	100%	-	-	1.00	100%
iii	2 x 3 x 5 (25 deg skew)	1.000	1.00	100%	-	-	1.00	100%
4b-iii	Construction of New culverts on W&S road							
i	1 x 2 x 2 (14.70 m length)	2.000	0.00	0%	-	-	0.00	0%
ii	1 x 2 x 2 (12.00 m length)	1.000	0.00	0%	-	-	0.00	0%
iii	Service ducts	13.000	13.00	100%	-	-	13.00	100%
4c	Construction of causeways L = 265.00 m	1.000	0.50	50%	-	-	0.50	50%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.250	1.00	80%	-	-	1.00	80%
ii	Drain type D-1a uncovered (2400 m)	4.800	4.80	100%	-	-	4.80	100%
iii	Drain type D-2 covered (450 m)	1.000	0.72	72%	-	-	0.72	72%
iv	Drain type D-2a uncovered (1225 m)	2.450	2.45	100%	-	-	2.45	100%
v	Drain type D-4 (525 m)	1.000	0.29	29%	-	-	0.29	29%
vi	Drain type D-3 (100 m)	1.000	0.50	50%	-	-	0.50	50%
vii	Drain type D-3 (225 m) W&S Road	1.000	0.00	0%	-	-	0.00	0%
5b	Road Protection works							
i	Stone Pitching (350 m) W&S Road	1.000	0.00	0%	-	-	0.00	0%
ii	Gabion (300m)	1.000	0.00	0%	-	-	0.00	0%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.00	0%	-	-	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.50	50%	0.50	50%
7	Diversion	4.000	4.00	100%	-	-	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.000	0.25	25%	0.05	5%	0.30	30%
ii	Monuments (01 Nos)	1.000	0.20	20%	0.80	80%	1.00	100%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.000	0.77	77%	0.03	3%	0.80	80%
ii	Relocation of Buildings	1.000	0.66	66%	0.01	1%	0.67	67%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.000	1.00	100%	-	-	1.00	100%
TOTAL		**96.220**	**80.46**	**82%**	**2.00**	**2%**	**82.46**	**84%**

2.4 Bridge at Km 18+475

Sr No	Bridge at Km 18+475	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Raft foundation , cut off wall, abut wall , abutment seal & wing wall							
a	Raft foundation , cut off wall	1.0	1.00	100%	-	-	1.00	100%
b	Granular sub base	1.0	1.00	100%	-	-	1.00	100%
2	Construction of Deck Slab	1.0	1.00	100%	-	-	1.00	100%
3	Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works							
a	Dismantling,	1.0	1.00	100%	-	-	1.00	100%
b	Structural Excavation, Backfilling ,	1.0	1.00	100%	-	-	1.00	100%
c	Drainage & Erosion , Rigid pavement & Ancillary works	1.0	1.00	100%	-	-	1.00	100%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**6.00**	**99.6%**	**0.00**	**0%**	**6.00**	**99.6%**

2.5 Bridge at Km 27+000

Sr No	Bridge at Km 27+000	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Construction of Piles	1.0	1.00	100%	-	-	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	-	-	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	1.00	100%	-	-	1.00	100%
3	Casting & Launching of precast panels				-	-		
a	Construction of Pre-cast panels	1.0	1.00	100%	-	-	1.00	100%
b	Launching of Pre-cast Panels	1.0	1.00	100%	-	-	1.00	100%
4	Construction of Deck Slab	1.0	0.90	90%	0.10	10%	1.00	100%
5	Structural Excavation, Dismantling Backfilling , Earth work, surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material , Dismantling of structures	1.0	0.15	15%	-	-	0.15	15%
b	Surface course & pavement	1.0	0.00	0%	1.00	100%	1.00	100%
c	Structures excavation & back fill	1.0	1.00	100%	-	-	1.00	100%
d	Approach slabs	1.0	1.00	100%	-	-	1.00	100%
e	Drainage & Erosion works	1.0	0.50	50%	0.10	10%	0.60	60%
f	Ancillary works	1.0	0.00	0%	-	-	0.00	0%
TOTAL		**12.0**	**8.55**	**81%**	**1.20**	**3%**	**9.75**	**84%**

2.6 Bridge at Km 27+250

Sr No	Bridge at Km 27+250	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Pile load test & Construction of Piles							
a	Pile load test	1.0	1.00	100%	-	-	1.00	100%
b	Construction of Piles	1.0	1.00	100%	-	-	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	-	-	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	1.00	100%	-	-	1.00	100%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	1.00	100%	-	-	1.00	100%
b	Launching of Pre-cast Panels	1.0	1.00	100%	-	-	1.00	100%
4	Construction of Deck Slab	1.0	0.77	77%	-	-	0.77	77%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material, Dismantling of structures	1.0	0.25	25%	-	-	0.25	25%
b	Surface course & pavement	1.0	0.00	0%	1.00	100%	1.00	100%
c	Structures excavation & back fill	1.0	1.00	100%	-	-	1.00	100%
d	Approach slabs	1.0	1.00	100%	-	-	1.00	100%
e	Drainage & Erosion works	1.0	0.50	50%	-	-	0.50	50%
f	Ancillary works	1.0	0.00	0%	-	-	0.00	0%
TOTAL		**13.0**	**9.62**	**88%**	**1.00**	**1%**	**10.62**	**89%**

2.7 Bridge at Km 2+200

Sr No.	Bridge at Km 2+200	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Dismantling of Existing Expansion joint, concreting of new expansion joint & Installation of New Expansion joint							
a	Dismantling of Existing Expansion joint	1.0	0.00	0%	1.00	100%	1.00	100%
b	Concreting of new expansion joint	1.0	0.00	0%	1.00	100%	1.00	100%
c	Installation of New Expansion joint	1.0	0.00	0%	1.00	100%	1.00	100%
TOTAL		**3.0**	**0.00**	**0%**	**3.00**	**100%**	**3.00**	**100%**

2.8 Bridge at Km 11+560

Sr No	Bridge at Km 11+560	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished
1	Dismantling of Existing Expansion joint, concreting of new expansion joint & Installation of New Expansion joint	1.0	0.66	66%	0.34	34%	1.00	100%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**2.0**	**0.66**	**24%**	**0.34**	**12%**	**1.00**	**36%**

2.9 Bridge at Km 21+320

Sr No	Bridge at Km 21+320	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Roll Pointing	1.0	0.00	0%	0.00	0%	0.00	0%
2	Dismantling of existing railing , Construction of new steel railing as per dwg , poly urethane paint on existing steel girders	1.0	0.00	0%	0.00	0%	0.00	0%
3	Pressure grouting of existing abutments	1.0	0.00		0.00	0%	0.00	0%
4	Scarification of existing road pavement, surface course & pavement, drainage & erosion works , Ancillary works							
a	Scarification of existing road pavement	1.0	0.00	0%	0.00	0%	0.00	0%
b	surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	drainage & erosion works	1.0	0.00	0%	0.00	0%	0.00	0%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**0.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**

2.10 Forecasted Completion PIL 05

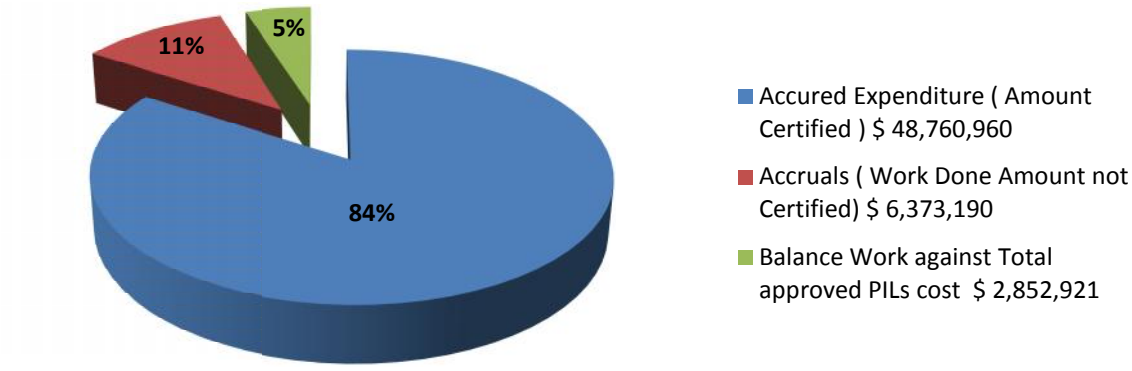
*The following table shows the forecasted completion of in progress activities.

	Remaining Works	Year 2015					
		Jul	Aug	Sep	Oct	Nov	Dec
PIL 05	Section -IV (19+000 to Km 21+100 & 22+400 to 24+000 & Loop # 02)						
	Section -V (Km 21+100 - 22+400 and 24+000 - 29+000)						
	Section -VI (Km 29+000- 33+000)						
	Construction of Bridge at Km 18+475						
	Construction of Bridge at Km 27+000						
	Construction of Bridge at Km 27+250						
	Rehabilitation works at Bridge at Km 11 + 560						
	Rehabilitation works at Bridge at Km 21+320						

***Note:** FWO has not provided the construction schedule; the above table is based on assumptions keeping the current progress, weather condition and construction sequence of sub activities.

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

The following pie chart shows the percentage of accrued and accruals expenditure against approved PILs Cost (US$ 57,987,073).



Details of Accruals and Accrued Expenditure

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Month		Current Month		Total		Balance
		Road	Bridges			Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	
1	PIL 01	Sec 01	-	$9,978,081	$9,978,082	$9,978,082	-	-	-	$9,978,082	-	-
2	PIL 02	Sec 02	-	$9,383,483	$9,383,484	$9,383,484	-	-	-	$9,383,484	-	-
3	PIL 03	Sec 03	-	$9,512,705	$9,512,705	$9,512,705	-	-	-	$9,512,705	-	-
4	PIL 04	-	at Km 9+560	$1,225,965	$3,668,533	$1,225,965	-	-	-	$1,225,965	-	-
		-	at Km 23+750	$1,392,302		$1,392,302	-	-	-	$1,392,302	-	-
		-	at Km 11+190	$604,551		$604,551	-	-	-	$604,551	-	-
		-	at Km 22+925	$445,715		$445,715	-	-	-	$445,715	-	-
5	PIL 05	Sec 04	-	$7,663,172	$25,444,269	$3,857,946	$2,868,977	$1,409,184	$182,217	$5,267,130	$1,642,011	$754,031
		Sec 05	-	$8,580,296		$4,364,924	$2,958,660	$1,053,964	$657,081	$5,418,888	$2,561,776	$599,632
		Sec 06	-	$6,551,308		$3,520,173	$1,870,653	$421,187	$104,242	$3,941,360	$1,553,707	$1,056,241
		-	at Km 18+475	$218,068		$184,034	$33,083	-	-	$184,034	$33,083	$951
		-	at Km 27+000	$1,111,838		$311,768	$583,157	$355,228	$36,839	$666,996	$264,769	$180,073
		-	at Km 27+250	$1,073,617		$739,750	$202,443	-	$8,878	$739,750	$211,321	$122,546
		-	at Km 2+200	$68,944		-	-	-	$68,944	-	$68,944	-
		-	at Km 11+560	$105,296		-	$24,802	-	$12,777	-	$37,579	$67,717
		-	at Km 21+320	$71,730		-	-	-	-	-	-	$71,730
Total				**$57,987,073**		**$45,521,397**	**$8,541,775**	**$3,239,563**	**$1,070,978**	**$48,760,960**	**$6,373,190**	**$2,852,921**

4. M&E ACTIVITIES DURING THE REPORTING PERIOD

4.1 Field Inspections

During the reporting month, the following frequency of field inspections by AGES technical staff was carried out:

- Project Manager = 04
- Quality Assurance Manager = 05
- M & E Specialist = 10
- Field Managers = 15
- Environmental compliance officer = 04
- Field Monitors = 31
- Material Engineer / Laboratory Staff = 19

4.2 Construction Activities Monitored

Sr	Activity	Unit	During the reporting Month						Completed till Previous Month	Completed in reporting month	Total Completed
			Sec IV	Sec V	Sec VI	Sec VII	Sec VIII	Sec IX			
1	Asphaltic Concrete Wearing Course	Km	0.38	0.60	-	1.00	0.70	-	27.71	2.67	30.38
2	Asphaltic Concrete Base Course	Km	-	0.60	-	0.28	0.70	-	29.08	1.58	30.66
3	Water Bound Macadam	Km	-	-	-	-	0.70	-	29.06	0.70	29.76
4	Rigid Pavement	Km	-	-	-	0.05	0.90	0.70	14.11	1.65	15.76
5	Granular Sub base	Km	-	-	-	-	1.41	0.88	44.70	2.29	46.99
6	Earth Work	Km	-	-	-	-	1.30	0.83	44.86	2.13	46.99
7	Culverts	Nos	-	-	-	1.00	4.00	4.00	110.00	9.00	119.0
8	Retaining Walls	Km	0.12	-	-	0.49	0.32	0.28	14.30	1.20	15.50
9	Breast Wall	Km	-	-	-	-	-	-	1.15	-	1.15
10	Drains	Km	0.49	0.98	0.03	1.90	-	-	35.61	3.40	39.01
11	Utility Ducts	Nos	-	-	-	-	-	-	79.00	-	79.00
12	Link Roads	Km	-	-	-	-	-	-	0.90	-	0.90
13	Cause ways	Nos	-	-	1.00	-	-	-	8.00	1.00	9.00
14	Metal Guard Rail	Km	-	-	-	-	-	-	2.73	-	2.73
15	Diversion	Km	-	-	-	-	-	-	40.52	-	40.52

4.3 Field Observations & Follow up

Sr. No	Findings	Follow up	Status
1	Drains type D-3 thickness issue	Email : April 15 , 2015 Meeting : Aug 24 , 2015	Revised Drawings would be shared by FWO
2	Substandard Stone Masonry works in Retaining and Breast Walls	Emails : May 20, 2015 June 24, 2015 July 01, 2015 July 27 , 2015 Meetings : July 07 , 2015 Aug 24 , 2015	Rectification in progress however No improvement observed
3	Improper backfilling at newly constructed retaining walls, breast walls, culverts, RCC Drains	Emails : May 28, 2015 June 17, 2015 Aug 11, 2015	Rectification in progress
4	Damages caused to pavements & retaining walls , culverts by rain	Email : July 27, 2015 July 30 ,2015 Aug 17, 2015 Meeting : Aug 24, 2015	Rectification in progress
5	KM 10+500 (Baghiari Check Post) Cracks observed on both inner & outer sides of the barrack walls located on the LHS of PTR; on the back side of the building, scouring below the Plinth protection observed ; culvert located on RHS near the gate has been choked due to storm water debris/sliding material, requires removal/cleaning.	Emails : May 28 , 2015 July 30, 2015	Rectification in progress
6	Sub standard repair of flexible pavement defective portion KM 33+750 & KM 21+320 (Placing concrete over flexible pavement)	Meeting: Aug 24, 2015	Proper repairs pending
7	At Km 37+000 onwards heavy dust observed due to construction, creating severe environmental hazard.	Email : April 15, 2015 May 22, 2015 June 04 , 2015	Rectification in progress
8	Rutting / Settlement observed at KM 14+850 - KM 14+925 & KM 15+925 - KM 16+125	Email : July 15, 2015 Aug 10, 2015	Rectification completed

4.4 Meetings

Conducted follow-up /coordination meetings with USAID, FWO / NESPAK reps.

Date	Participants	Venue
Aug 05, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 06 , 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 11, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 20 , 2015	USAID & AGES	Halcrow Office , Islamabad
Aug 24 , 2015	USAID, AGES, FWO, NESPAK	PD FWO Office, Peshawar
Aug 31, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency

Minutes of Meeting is attached as **Annex–II**.

4.5 Laboratory Tests

The following table shows the frequency of laboratory tests conducted during the reporting month.

Sr. No.	Test	No of Tests conducted								
		Independent			Jointly			Total		
		Total	Fail	Pass	Total	Fail	Pass	Tests	Fail	Pass
1	Asphaltic concrete wearing course quality test	33	1	32	-	-	-	33	1	32
2	Asphaltic concrete wearing course compaction test	-	-	-	68	-	68	68	-	68
3	Asphaltic concrete wearing course cores thickness test	-	-	-	68	-	68	68	-	68
4	Asphaltic concrete base course quality test	21	-	21	-	-	-	21	-	21
5	Asphaltic concrete base course cores compaction test	-	-	-	38	-	38	38	-	38
6	Asphaltic concrete base course cores thickens test	-	-	-	38	-	38	38	-	38
7	Asphalt Thickness Full Depth Test	-	-	-	14	-	14	14	-	14
8	Water Bound Macadam material quality test	5	-	5	-	-	-	5	-	5
9	Water Bound Macadam field density test (FDT)	-	-	-	13	3	10	13	3	10
10	Sub base material quality test	7	-	7	-	-	-	7	-	7
11	Sub base material field density test (FDT)	-	-	-	14	-	14	14	-	14
12	Sub grade material quality test	4	-	4	-	-	-	4	-	4
13	Sub grade material field density test (FDT)	-	-	-	4	-	4	4	-	4
14	Concrete compressive strength test	6	-	6	-	-	-	6	-	6
Total		**76**	**1**	**75**	**257**	**3**	**254**	**333**	**4**	**329**

5. ENVIRONMENTAL COMPLIANCE

The Environmental Monitoring Report is attached as **Annex-I.**

6. SECURITY SITUATION

The security situation report is attached as **Annex-III**.

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring Report

Environmental Compliance Officer: Shabir Ahmad Khan

Road Section Under Construction

Section – I (0+000 to km; 9+000)

Section – II (km: 9+000 to 14+000)

Section – III (km: 14+000 to 19+000 & Loop-I)

Section – IV (km: 19+000 to 21+100, km: 22+400 to km; 24+000 & Loop-II)

Section – V (km; 21+100 to km: 22+400 & km: 24+000 to 29+000)

Section – VI (km: 29+000 to 33+00)

Section – VII (km: 33+000 to km: 37+000)

Section – VIII (km: 37+000 to km: 41+000)

Section – IX (km: 41+000 to km: 43+465 & Loop-III)

Persons Consulted at Site

1. Mr. MianTalat Ahmad Site Supervisor, FWO
2. Mr. Mohammad Safeer, Site Sub-Engineer, FWO
3. Mr. Mohammad Bilal, Surveyor, FWO
4. Mr. Mohammad Waqas, HSE Inspector, FWO

Work Status

- Work in progress [√]
- Work Stopped [ ]
- Work Completed [ ]

Quality of Environment Compliance

- Good [ ]
- Satisfactory [√]
- Not Satisfactory [ ]

Issues at Site

- The damages to the new road and private property occurred during the month, due to flood water at different places, mostly due to dumping of excavated material at culverts opening or side drains.
- Dust pollution at Km 37 to KM 42 and at Loop III.
- Road blockage at some places at Km 37 and onward, due to road construction or traffic control mismanagement.
- Installation of traffic sign boards with reflecting material, speed breakers etc. were found missing, especially at diversions.
- While working at sites workers are without using PPE's (Personal protective equipment's).
- Health & Safety arrangements, such as first aid boxes and ambulance services are available at FWO Camp, and are provided to the workers when needed at site.
- Excavated material proper placement or use for back filling of retaining walls, side drains etc

Environmental Monitoring Check List for the Site

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		Construction Phase		
1	**Use of heavy equipment**	a. Set protocols for vehicle Maintenance. b. Check fuel level, deliveries, and use. c. Check pipes and joints for leaks. d. Tight & check generators cables and fuel lines. e. Prevent overfilling of main storage and vehicles tanks. f. Avoid parking of heavy equipments under trees to prevent soil compaction and damage to the roots of the trees.	Soil contaminations, stability and erosion	During the site visits, it was observed that heavy and light machinery was properly maintained and parked at FWO camps.
2	**Flood protection**	a. Culvert construction to control flood damages and provide safety to embankments. b. Take measures to protect road along the river side. c. Construction of retaining walls. d. Provide new causeways for a smooth flow to flood water during rainy seasons.	Road protection and Safety	Safety measures, such as side drains, culverts and retaining walls construction in sections VII&VIII are in progress to protect road from flood water and provide a smooth flow to wastewater disposal. The damages to the new road and private property occurred during the month, due to flood water at different places, mostly due to dumping of excavated material at culverts opening or at side drains.
3	**Handling and transportation of hazardous waste**	a. Prevent dumping of hazardous materials near villages and water bodies. b. Burn waste oil, which is not reusable. c. Recyclable material should not contain heavy metals that are inflammable, investigate and use less toxic alternative products. d. Prohibit use of waste oil for cooking purposes.	Soil Contamination and Safety	During site visits, no hazardous material was found along the road site; therefore, no action as such is further required.
4	**Handling of solid Waste**	a. Site manager should feel responsible for collection and disposal of solid waste. b. Provide Training to the site personnel in waste management and its handling procedures. c. Separation of chemical waste for special handling. d. Record the amount of waste, generated recycled & reused e. Proper storage and well managed site practices will minimize the damage to potentially contaminate construction materials. f. Store general refuse in enclosed bins to control its further mixing with construction materials.	Toxicity, Soil Contamination and Pollution	During site visits, FWO staff was strictly suggested to comply with the solid waste management protocols to prevent the contamination of construction materials. So far the arrangements, to handle the construction materials at main storage were satisfactory. The solid waste management at sub-contractor sites was not satisfactory.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		g. Engage a reputable waste collection firm for waste collection and removal of general refuse at the site.		
5	**Construction crews, camps & Accommodation**	a. Check quality & maintenance of accommodation for site crew. b. Avoid cutting of vegetation as much as possible. c. Provide sanitation, such as pit latrines to the site crew on temporary basis. d. Use of local labor. e. Screening test for potentially affected HIV and tuberculosis viruses' site crews. f. Provide education and enforced guidelines to local inhabitants. g. Set guidelines to prohibit poaching and plants collection. h. Provide an adequate and good quality of food to the work force. i. Drinking water should meet WHO standards, and clearly demarcated from water for construction purposes. j. Prohibit domestic pets / livestock to enter into the site.	Ground water pollution and conflicts with locals.	During site visits, it was found that the FWO camp was renovated and properly maintained in order to provide basic facilities to the construction crew, such as washrooms, kitchen, TV lounge, café shop, dining hall etc. The quality of food provided to the FWO labor force was good and found sufficiently enough. Other facilities, such as health hygiene were also found satisfactory.
6	**Material handling, use, and storage**	a. Securing of construction materials will ensure a safe passage between destinations for the transport system. Loaded vehicles shall be properly covered to prevent spillage, and contractor should be held responsible to clear them off. b. Transfer and deposit construction materials directly to the site for use. Avoid stockpiles to create less visual impacts. Leftover of any foreign materials on the site should clearly be off, and the project area should also be properly reinstated, affected by any construction activity. c. Avoid spray of any bitumen products on vegetation outside the road area. d. Avoid concrete mixing on ground. e. Use of wet gravel at site. f. Avoid direct fall of drainage water into sensitive areas. g. Control all runoff from batching plants so that cement do not contaminate water, and if any, it should be collected, stored and disposed of at a designated site.	Dust pollution	FWO labor force was suggested to provide safe passages to dumpers for carrying construction materials from main storage to work places. Further suggested that the construction material should be properly loaded and secured to prevent the material spillage and minimize the stockpiles visual impacts. The compliance about the proper placement and handling of building materials was not satisfactory, especially during retaining walls and culvert construction.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		h. Collect and deliver empty cement bags to recycling plants. i. Storage of contaminated water should not allow to over flow, and will be protected from rain water.		
7	**Materials extraction, Quarrying & logging**	a. Identify environment friendly materials within budget. b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments. c. Project area should be properly restored and treated with erosion control measures once materials removed at site. d. Develop logging, quarrying and borrowing plans, and also take into account its accumulative effects. e. Take photos at site before the start of excavation, so that restoration can match the original site as much as possible. Also make sure that site quarries and gravel pits are invisible to travelers on road. f. Adhere and monitor the plans to minimize side impacts due to extraction activities. Try to modify the plans as much as required. g. Restore and sustain the site area once the extraction activity is over. h. Install drainage structures to direct the water away from pits. i. Implement safety protocols to minimize the risks occurring due to collapse of quarry walls, rocks falling, debris, or any other accidental falls from clefts. j. Discuss the use of retaining walls pits and water ponds with local community as an option used for crops, grazing of cattle, or similar use.	Change in landscape & Creation of water ponds.	FWO management was also advised for proper maintenance of the quarry area as well as the restoration of the original site, once the borrowing activities accomplished.
8	**Site clearing & leveling**	a. Minimize disturbance to local flora during construction activities as much as possible. b. Minimize the amount of clearance of small areas for active work once at a time. c. Avoid use of herbicides. Any such use should follow health and safety procedures to protect people and the environment.	Loss of vegetation, soil erosion, stability, water pollution, health of workers and local community.	During the site visits, no impact on vegetation was found as most of the project area is rugged, and of hilly nature. No use of herbicides was found as most of the project area is barren and devoid of the greenery and plantation. Appropriate measures were taken for the conservation of soil.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		d. Limit for herbicides use should specified by the manufacturers. e. Clear the project area without destroying plants and turfs, and take measures to preserve and replant where ever is possible. f. Remove Vegetation during dry periods only, and preserve soil top surface if required re spreading. While if it is removed during wet periods, don't disturb soil just before the actual start of construction. g. Use of erosion control measures such as hay bales. h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from site.		
9	**Excavation, cutting and filling**	a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures. b. Fencing around excavation activities. c. Investigate shallow over excavation and alternatives. d. Construction crews and supervisors must aware of the historic burials, socio-cultural and religious objects. And, if recovered should properly be guarded to avoid any destruction. e. Ensure that excavation is accompanied by a well-engineered drainage system. f. Don't fill the flow line of a watershed. In arid areas, even the occasional rains may create a strong flow of water in channels. g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it. h. Balance cuts and fills, wherever is possible to minimize the earth work movement. i. Water sprinkling to avoid dust solution on road temporarily used for traffic.	Soil erosion, stability and surface water contamination	Excavation, cutting & filling for the road widening, culverts and retaining walls construction in section VIII is in progress. While the protocols compliance about the Health & safety and environmental issues are generally missing or insufficient. During site visits, it was also recommended to the subcontractors to properly cover and fence all the culverts construction at work places. A proper drainage system for the smooth flow of water fall during excavations is also needed at site. Sprinkling of water is also needed to avoid dust pollution on diversions. The flow line of watershed are generally filled with excavated material at many places, these may need to be removed for smooth flow of rain water.
10	**Traffic Control and management**	a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as possible. b. Provide sign boards in order to give directions, and guide drivers about diversions.	Health and Safety of workers &local population	<u>Traffic flows with diversions along the existing road</u>. Road blocking has been seen at some places of section VIII and onward and at Loop III, due to road construction or mismanagement. This may need practical efforts to control

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		c. Provide proper traffic management training to the contractor staff at the site before the construction activities take place. d. Avoid as much as possible temporary by passes during land clearing at site. e. Maximum speed limit at project site for heavy machinery should not exceed 20Km/hr. f. Try to keep the road partly closed to provide all time maximum safe passage to the vehicles/pedestrians g. Try to conduct work when traffic volume is low h. Organize a proper schedule in order to deliver sand trucks at the time of less traffic.		and accommodate traffic. Despite the arrangements for diversions, proper traffic signboards for traffic control management are missing at site. Therefore, FWO contractors are strongly suggested: - Install temporary traffic sign boards with reflective materials to maximize drivers' visibility at night. - Construction of speed breakers to specify maximum speed limit for heavy machinery at site. The maximum speed limit should not exceed 20Km/hr.
11	**Blasting**	a. Allow minimum blasting as much as possible at site. b. Take Safety measures to provide protection to workers and locals from injuries due to falling of rocks and avalanches. c. Provide protective equipments to the workforce on individual basis.	Noise pollution and occupational safety	Currently, rock excavation for road widening in sections VIII & IX is in progress. The protocols compliance of the labor safety during excavations activities is generally missing at site. Therefore, FWO is advised to provide PPEs (personal protective equipment's) to workers to ensure labor safety at site. During the month the blasting practice was very limited.
12	**Sources of building materials**	a. Develop logging, quarrying and borrowing plans to provide cumulative effects of environmental compliance at site. b. Adherence to plans and monitoring over impacts of extraction activities at site. Try to modify these plans as much as required. c. Fill in quarries and pits before the abandoning of the construction activity. d. Control runoff into pits.	Damages to the aquatic, terrestrial ecosystems erosion , siltation, and vector-borne diseases	The environmental compliance about the quarry areas is not satisfactory at previous quarry places. Therefore, FWO is strictly advised to fill the quarries and pits once the borrowing activities accomplished.
13	**Dust Pollution**	a. Water spraying. b. Covering of Trucks with tarpaulins.	Nuisance to the public, undermining the quality of air and water due to contamination	Problem of dust pollution has been observed during the reporting month, especially Km 37 and onward and at Loop III. There were some places having dust pollution, owing to heavy commercial traffic along the corridor and nature of soil. Mitigation measures in this aspect taken were not appropriate. In this respect special attention is required to control this issue, because the dust pollution impacts directly on human health.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
				During the month the water sprinkled at some places but not regular and covering of trucks is not in practice.
14	**Borrow Areas**	These impacts of borrow areas can be reversed if a diligent restoration process is placed by the contractor as well as approved by the Highway Division.	Rugged landscape, its interference with the local aesthetics; posing of danger to livestock and local community children; holding of stagnant water and taking up of agricultural land.	The activities concerning borrow areas were mostly seen along the non-perennial flooded stream beds, where the restoration is generally made naturally after rain. However, the restoration at some places is required like land leveling etc. that has been not implemented.
15	**Damages to the existing infrastructure**	a. Locate different locations of existing infrastructure on both sides of road. b. Avoid damages to locations of water pipes and electricity pylons etc.	Facilities to the locals	Since project commencement, FWO demonstrated utmost care of the overhead and underground infrastructure facilities and avoided damages to water pipes and electricity pylons etc. especially during culvert construction. It was also suggested to the workers to inform FWO/ NESPAK / WAPDA/PTCL departments before the excavation activities started at site.
16	**Health & Safety of the workers**	a. Prepare and implement a Health and Safety Plan at site. b. Exclude public from site area. c. Ensure that workers use Personal Protective Equipments. d. Provide Health & Safety Training (including HIV/AIDS transmission process) to all personnel; e. Follow documented procedures for all activities at site; f. Keep reports and records of accidents.	Workers and public at risk due to accidents at site	During the site visit, it was observed that the compliance about the Health and Safety protocols was generally followed at camp, while neglected at work site. In this regard, FWO officials were advised to observe the protocols compliance concerning the labor safety, preparing of H&S plan and keeping records about accidents, illness and treatments of workers etc. Moreover, training of H&S protocols compliance to the workers is also very important to ensure labor safety and good health at site. Also, health facilities, such as ambulance services, first aid etc. are available at FWO camp and provided to the workers at site when needed. PPEs (Personal protective equipment's) for the safety of labor were missing at project site throughout the project life. The AGES team obtained the incidence reports, but in the report the compensation package was not mentioned and this requirement is still awaited.
17	**Local Employment**	Contractor should hire at least 50% of local workforce at project site.	Economic benefits to the local people	Majority of the FWO workforce are regular employees. Local labor is also hired when needed at site, especially with

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
				sub-contractors.
18	**Others concerns like Resettlement etc.**	a. Resettlement, if any. b. Provide pedestrians and road access to local people. c. Avoid social disturbances over Infrastructure damages, such as telephone cables, sewerage, water supply schemes etc. d. Avoid Social Conflicts with locals.	Resettlement & Social management	Due to the road construction on the existing corridor, there are some minor resettlement issues in the project area. These issues were resolved in peaceful manner, providing the same construction at other places. The FWO has provided the detail of all the relocated structures. The infrastructure facilities, such as water supply lines, telephone cables and electricity lines etc. are identified and relocated. During site visits, few social conflicts with locals were noticed in the whole period, but resolved properly.

ENVIRONMENTAL MONITORING

FWO Labor Camp view showing fire extinguisher

At Km 37+200 dust pollution, need sprinkling of water

At Loop III, near Km 39 dust pollution, need sprinkling of water

Traffic blockage at Loop – 111, needs proper traffic management

Km 36 + 100 preparation for Asphalt placement, require Health and Safety measures

At Km 38+100 dust pollution, need sprinkling of water

Km 38+900, construction work is in progress, needs labour safety and compliance of H&S measures.

Km 39+800, construction work is in progress, needs labour safety and compliance of H&S measures

Km 11+650, the flood water damaged the retaining wall.

KM 14+500, flood water itself explore the drainage way, as the contractor dumped the excavated material at the mouth of culvert.

KM 16+100 downstream, the flood water may damage the house.

KM 23+850, the flood water entered into the houses, because of new causeway structure near Zarray check post and having no protection/diversion structure at the left embankment. More over the protection wall made near the houses has no drainage holes and causes pounding of water.

KM 28+100 near Ziarray check post, the new causeway, having no protection/diversion wall at left embankment causes the damages to the houses along the road.

KM 26+267, the flood water damaged the retaining / protection wall, due to improper drainage ways of flood water.

Km 29+255 causeway partially damaged the side protection, due to improper drainage

KM 31+700 (up) Causeway partially damaged the side protection, due to improper drainage.

KM 31+700 (down) Causeway partially damaged the side protection, due to improper drainage

KM 41+600, partially damaged the side protection, due to improper drainage

ANNEXURE-II
MINUTES OF MEETING

Minutes of Meeting held on Aug 24, 2015 in the office of the PD, HQ 491 EngrGp

General

A coordination meeting among USAID, FWO, NESPAK and AGES was held in the office of PD FWO Peshawar, 491 EngrGp, on August 24, 2015. The agenda of the meeting was to discuss the reimbursement of IPC-2 of PIL-5, status of PC-1 of Sections IX (a) & IX (b) and damages occurred on PTR due to recent rains.

1. Participants

a. USAID

i.	Mr. Jalil Ur Rehman	-	PM USAID

b. FATA Secretariat

i.	Mr. Muhammad Ali	-	PD FATA Secretariat

c. FWO

i.	Lt Col (R) Imitiaz Hussain	-	HQ FWO
ii.	Mr. Muhammad Iqbal	-	GM, HQ FWO
iii.	Lt Col Muhammad Nadeem Afzal	-	CO 121 Q&CB

d. NESPAK

i.	Mr. Abdullah Jan Babar	-	CRE
ii.	Mr. Muhammad Naeem	-	RE
iii.	Mr. Fahad Mushtaq	-	Senior Engr

e. AGES

i.	Mr. Naseer Muhammad Khan	-	Project Manager
ii.	Mr. Fakhr Uz Zaman	-	QAM (Roads)
iii.	Lt Col (R) Zafar Alam Khan	-	M&E Specialist

2. Following items were discussed / deliberated:-

Sr. #	Point Discussed	Decision / Action By
1	Issues at sites, due to which deductions in reimbursement certificate-2 of PIL-5 was made, were highlighted and discussed in detail. FWO confirmed that the issues are in their knowledge and will be addressed by them (FWO), as presently FWO is busy with the preparation for the Inauguration of Rd.	FWO / NESPAK
2	AGES highlighted the issue of poor workmanship in const of retaining walls. NESPAK/FWO informed that although the const of retaining walls were not being constructed 100% as per specification and any discrepancy in the const will be rectified by them accordingly.	FWO / NESPAK
3	Thickness issue of Type-D3 (20cm instead of 25cm) was discussed in detail. AGES highlighted that the cores to verify the thickness, as earlier decided, earlier has yet not been taken as NESPAK has yet not detailed its team, for joint testing. CO 121 Q&CB objected to the core tests and apprised that in specifications core testing was not allowed and moreover FWO was constructing the subject drains as per dwgs & specifications. QAM AGES showed the dwgs to the participants in which the thickness of the slab, of Type D3 drain, was given as 25 cm instead of 20 cm, which was constructed at site(s). CO 121 Q&CB informed that the design & specifications has been changed, by NESPAK, and the thickness of the slab has been reduced to 20 cm instead of 25 cm, and new (amended) dwg has been issued to them. AGES informed the house that the revised dwgs has not been shared with them, in spite of repeated requests. NESPAK also confirmed that the revised dwgs has not been shared with AGES. Mr. Jalil (USAID) & Mr. Muhammad Ali (FATA Sectt) showed their displeasure regarding the non sharing of revised dwgs with AGES by NESPAK. It was decided FWO/NESPAK would share the revised drawings with cost implication and AGES will review it before reimbursement of the milestone for this particular section.	NESPAK
4	Repair(s) of the settlement at KM 21+320, in front of Filtration Plant, where the concrete was laid on top of flexible Pavement, was discussed. USAID & AGES inquired that whether the repairs carried out were temporary or permanent? CRE NESPAK replied that the repairs were temporary and proper repairs of the defective portion of retaining wall & abutment would be carried out as per the design, shared with all stakeholders.	FWO / NESPAK
5	In response to the review of the design, suggested for the repairs of defective portion of retaining wall & abutment, in front of the Filtration Plant and its backup calculation, demanded by AGES,	USAID/NESPAK

Sr. #	Point Discussed	Decision / Action By
	both FWO & NESPAK objected to it. NESPAK & FWO stance was that AGES being a monitoring consultant, its mandate was to verify that the work on the site was carried out as per the approved design, and AGES should not object to the design and neither ask for the backup calculations. AGES stance was that they require the data in order to review the design & calculations, as per their TOR and NESPAK had been sharing such data with AGES, in the past. After detailed discussion Mr. Jalil (USAID) told the house that USAID will take a decision on this issue and inform all stakeholders accordingly.	
6	On point, highlighted by AGES, regarding the const of proper outlets for drains, to protect them from scouring, and the difference in length in the const of drains, at various locations, due to which milestones have changed, FWO reply was as under:- a. FWO will construct the outlets as per standard Engineering practices b. The issue of the difference in length, where the length of drain(s) has been constructed less as given in the PIL or at some places the length is more, will be decided mutually and FWO/NESPAK will share the revised lengths for AGESreview.	FWO / NESPAK / AGES
7	AGES raised its objection on the repairs of defective portion of flexible pavement at KM 33+750, where the repairs were carried out by placing concrete on flexible pavement. CO 121 Q&CB informed that these were not the final repairs and the defective patch will be repaired as per the specifications.	FWO / NESPAK
8	Damages caused to the Pavement(s) and Retaining walls, due to the rains on 17 Aug 2015, were discussed in detail. CO 121 Q&CB and CRE NESPAK appraised the house that the repairs of the damaged structures would be carried out, in due course.	FWO / NESPAK
9	Damages caused to the walls of Multi Cell Culvert # 2, KM 22+925, by boulders brought by flash floods, and it's repairs & protection from future such like problems, was discussed in detail. CRE NESPAK & CO 121 Q&CB replied that a working solution will be found and shared with all, as per which the repair would be carried out.	FWO / NESPAK
10	Issue of involvement/preparation of the punch list, of completed Secs/PILs, by AGES, jointly with NESPAK & FWO, was discussed in detail. FWO & NESPAK objected to the preparation of punch list by AGES and argued that since that road is to be handed over to NHA, the punch list be prepared by NHA & FATA Sectt. As AGES had already verified the works completed how can they (AGES) object to the completed works which has been verified by them. Mr. Jalil (USAID) and Mr. Muhammad Ali (FATA Sectt) accepted the arguments given by FWO representatives and it was decided	USAID / FATA Sectt

Sr. #	Point Discussed	Decision / Action By
	that AGES will not be involved in the preparation of Punch List and NHA would be included, for the same.	
11	The point regarding the preparation of "As Built Dwgs" and its sharing with AGES was discussed. It was decided that since the issue was b/w FWO & FATA Sectt, therefore FWO will prepare the "As Built Dwgs" and share it with FATA Sectt.	FWO / FATA Sectt
12	Preparation of PC-1 of Secs IX (a) & IX (b) was discussed. It was ultimately decided that instead of discussing the matter in this meeting, FWO, NESPAK & AGES team(s) should sit together, at Jamrud office and finalize it, but not later than 28/29 Aug, 2015.	FWO / NESPAK / AGES
13	AGES highlighted that the locals whose properties have been affected by the const activities on road, approach regarding their issues. Mr. Jalil informed the house that the issue, if these are genuine, be resolved by FWO, as in case the matter is reported by the affected person, to USAID on its Toll Free number, then another problem of resolving it will start. CO 121 Q&CB confirmed that genuine cases will be entertained and all concerned will be kept in the loop, for their info.	FWO / USAID
14	The meeting ended on a good note and a word of thanks.	

ANNEXURE-III
SECURITY REPORT

MONTHLY SECURITY REPORT

1. Situation Analysis

KP/FATA has retained its "High" risk rating during the reporting period. The threat of an attack by terrorists has been a daily concern. The region labeled as "High Risk" warrants aggressive security measures, for ensuring safety of personnel and material as well as successful implementation of project assignments. The threat of terrorist attacks against government officials / installations, high profile / sensitive locations, religious sites / events and crowded markets / gatherings cannot be ruled out.

2. USAID's Threat Assessment

As per the USAID Threat Assessment the risk level in KP & FATA is "High".

3. Visit to PTR by Security Officer

The Security Officer CMEP – KP visited the project sites thrice during the current month. Overall security situation and arrangements on PTR were good and staff of CMEP – KP was following their schedule without any security concern or hindrance.

4. Details of Security Related Incidents

- **Bomb Defused at Landi Kotal**

  On August 25, 2015 at Landi Kotal in Khyber Agency the Bomb Disposal Squad defused an explosive device planted outside the house of a central leader of Jummat-i-Islami FATA.

- **Blast near a House in Jamrud Khyber Agency**

  Unidentified people blew up the main gate of a house in Jamrud of Khyber Agency on but no causality was reported.

5. Advisory

Staff CMEP - KP is advised to accept personal responsibility for their own safety as well as of their subordinates by adhering to the following safety protocols:

- Remain highly alert / careful while on duty.
- Maintain a high level of vigilance and take appropriate steps to enhance their personal security.
- Maintain a low personal profile by not doing anything that draw attention to themselves. Dress up commonly for the area and merge with the rest of the population.
- Vary routes and timings to and from work.
- Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
- Check interior and exterior of their vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.

- In traffic jams, always try to leave space for maneuvering & always leave on exit.
- Avoid congested points during site visits or in travel.
- In traffic, always attempt to leave space to maneuver. Leave an exit for themselves and be prepared to take evasive action at any time.
- Ensure all preventative measures to avoid road accidents, any risk of kidnapping and must avoid crossing the Pak - Afghan Border at Torkham Khyber Agency.

ANNEXURE-IV
PHOTOGRAPHS

PAVEMENTS

KM 26+800~26+976 FW; ACBC 1st layer laying in progress

KM 27+025~27+225 FW; ACBC 1st layer laying & compaction in progress.

KM 27+150~27+425 HW LHS; ACWC laying in progress

KM 34+765~35+025 FW; ACBC 2nd layer compaction in progress

KM 35+275~35+700 FW; ACWC Laying in progress

KM 35+700~36+000 HW LHS; ACWC laying & compaction in progress

KM 38+300~38+650 HW LHS; ACBC 1st layer compaction in progress

KM 38+300~38+650 HW LHS; ACWC laying & compaction in progress

KM 38+900~39+250 FW; ACBC 2nd layer laying & compaction in progress

KM 37+450~37+500 HW LHS; Rigid pavement concrete placing in progress.

KM 2+255~2+280 HW LHS LOOP-III; Rigid pavement concrete in progress

KM 40+970~40+986.5 HW LHS; Rigid pavement concrete placing in progress

KM 2+406~2+422 HW LHS LOOP-III; Rigid pavement concreting in progress

KM 39+699.5~39+716 HW RHS; Rigid pavement concrete placing in progress

KM 39+700~39+800 FW; Rigid pavement completed

KM 40+470~40+600 HW RHS; Rigid pavement completed

KM 41+300~41+350 HW RHS; Rigid pavement completed

KM 41+400~41+450 HW LHS; Rigid pavement form work fixing in progress

KM 2+300~2+450 FW LOOP-III; sub base top layer leveling & grading in progress

KM 27+900~27+975 RHS; Earthen dowel compaction in progress

KM 33+760 Lkl link; Earth fill layer spreading & grading in progress

KM 38+350~38+425 FW; WBM Base spreading & leveling in progress

KM 40+200~40+400 FW; Existing pavement cutting & SG prep in progress

KM 40+250~40+350 FW; Existing pavement cutting in progress

KM 40+700~40+825 FW; sub base 1st layer leveling & grading in progress

KM 40+825~40+925 FW; sub base 1st layer dumping & spreading in progress

KM 41+250~41+300 FW; sub base 1st layer leveling & grading in progress.

KM 41+250~41+450 FW; sub base 1st layer compaction in progress

KM 41+400~41+450 FW; Existing pavement cutting in progress

BRIDGES

Bridge at KM 11+560 LHS; RCC Post & Rail construction in progress while quality of workmanship was not satisfactory

Bridge at KM 20+000; Expansion joint Replacement in progress

Bridge at KM 27+000; fixing of Bridge railing is in progress

Bridge at KM 27+000; view towards Peshawar

Bridge at KM 27+250; View from US side

Bridge at KM 27+250; View towards Peshawar

RETAINING WALLS

KM 0+100~0+150 RHS LOOP-III; Breast wall stone masonry in progress

KM 36+350~36+450 RHS; Ret wall stone masonry in progress

KM 1+150~1+200 LHS LOOP-III; Ret wall stone masonry in progress

KM 38+720~38+756 LHS; Ret wall stone masonry in progress

KM 20+100~20+150 RHS; Ret wall stone masonry in progress(damaged by flood)

KM 25+600~25+615 LHS; Ret wall damaged by flood stone masonry in progress

CULVERTS

culvert 2+529 LOOP-III; Bed plate concrete casted

culvert 38+231; formwork fixing for RCC walls of Box culvert is in progress

culvert 39+195 US side; wing wall formwork fixing in progress bottom varies

culvert 40+170; RCC pipe 1.5M Dia placing completed

culvert 40+363; Abt wall-II stone masonry in progress

culvert 40+669; encasement concrete of RCC Pipes casted

DRAINS

KM 26+300~26+500 LHS; RCC Drain completed.

KM 34+525~34+650 RHS; RCC Drain completed

KM 34+800~34+850 LHS; RCC Drain backfill in progress

KM 35+300~34+350 LHS; RCC Drain wall formwork fixing in progress

KM 35+930 RHS; Depressed drain slab formwork fixing in progress

KM 36+700~36+750 RHS; PCC Concrete finishing for drain type D-3 in progress.

CAUSE WAYS

Causeway at KM 24+500 DS side; gabion protection work is in progress

Causeway at KM 36+500; cleaning of lean concrete top surface in progress

Causeway at KM 36+550; steel rebar fixing for slab on ground in progress

Causeway at KM 42+000 LHS; Lean concrete for widening is portion casted

MISCELLANEOUS

KM 7+500 LHS; Plaster work of weigh station building is in progress.

KM 15+925 RHS; Monument completed

KM 24+325 LHS; Link road WBM base laying completed

KM 33+758~33+800 LKL Link; compaction of backfill is in progress

KM 34+125 RHS; Link road WBM base laying completed

KM 37+900 LHS; NJ Barrier formwork fixing in progress

FIELD / LAB TESTS

Coring of Asphalt at KM; 34+300

Coring of Asphalt at KM; 34+300

Jointly coring with FWO & NESPAK

Monitoring & Sampling of AWC at KM; 27+315

Monitoring of Asphalt at FWO Asphalt plant at KM; 28

Sampling of AWC at KM; 35+400